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CLASSIFICATION

COUNTRY Germany (Soviet Zone)

REPORT N

TOPIC Wittstock Airfield

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EVALUATION

PLACE OBTAINED

25X1C

DATE OF CONTENT

DATE OBTAINED

PREPARED 14 December 1950

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. Fifteen air force officers left the Wittstock (N 54/U 11) airfield with their baggage on 15 October 1950. They were overheard saying that they were being transferred to Laerz (N 54/U 33) airfield. (1)
2. On 28 October the field was occupied by three single-engine, low-wing monoplanes, four biplanes, and five twin-engine aircraft. (2) It could not be determined whether the jet aircraft, previously observed landing at the field, were still there.
3. Cleaning and drainage work was being done on the landing field between 14 and 23 October. A one-shift work force was reconditioning a hangar and barracks buildings.
4. To date, no flight training has been conducted by the Volkspolizei stationed at the field. All of the 50 VP-men were to be transferred to Dargarten (N 55/P 13) on 1 November 1950. (3)
5. A bricklayer's foreman who was employed at the field prior to 3 November said:
 - a. Most of the masonry was completed at the field. The B-7 runway was enlarged eastward toward Berlinchen (N 54/U 22) by 200 meters and not according to the original plans. The runway had a concrete surface and was 60x2,000 meters. (4)
 - b. The hangars at the field were not completed. Tilers, plumbers, and glaziers still worked on the glass-roof.
 - c. The construction laborers were employed by the Waron (N 54/U 35) Bauunion firm. In the course of October 1950 they were distributed to Templin (N 54/U 81), Rostock (N 55/U 81), and Dessau-Rosslau (N 52/E 17) for construction work.
 - d. On 3 November the field was not occupied by jet aircraft. Only a single-engine, high-wing monoplane and some biplanes were observed.

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The hangars were empty. According to Soviet officers who were construction engineers, the jet fighters from the Laerz (H 54/U 33) airfield were to be transferred to Wittstock after the field was completed. Laerz and Rechlin were to be evacuated for a VP pilot school which was to be established. (5)

6. On 25 October about 150 Soviet air force soldiers arrived at the field. Most of them were selected for officers' training who, according to two soldiers, were to be the ground personnel for aircraft which were expected to arrive. (6)

7. At 3:30 p.m. on 27 October a U-2 took off from the field and landed again after two hours. On 31 October two formations of four jet aircraft each approached the field and landed individually from east to west. They took off again after about one hour. The planes had swept-back wings, swept-back elevator assemblies set on the upper third of rudder assembly, nose wheel, and a single-seat cockpit forward of the wings. A Soviet lieutenant said that the planes, which came from Rechlin, conducted a training flight and would not stay in Wittstock.

9. A runway about 1.8 km long and a taxiway about 9x700 meters leading from the eastern end of the runway to the hangars were constructed.

- Comments.
- (1) Since only the headquarters of a fighter corps is stationed in Wittstock it is believed that the newly arrived officers reported to the corps headquarters and were assigned to the fighter division in Laerz.
- (2) The aircraft are probably assigned to the fighter corps headquarters.
- (3) This is reported for the first time. The Dangarten (Puetnitz) airfield is now being reconditioned. The VP men are possibly to guard the construction work.
- (4) The extension of the runway by 200 meters was previously reported by [REDACTED] 25X1A
- (5) This has not been confirmed [REDACTED] 25X1A
- (6) The presence of ground personnel, for air units which were expected to arrive, has not been confirmed by [REDACTED] 25X1A

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